

PUBLIC HEARINGS:

GMH SITE PLANS & SUBDIVISION (02-16, 17, 18) STEWART  
MILITARY HOUSING AREA

MR. PETRO: Involves subdivision of 69.8 acre parcel into two lots associated with the proposed multi-family development. The application was previously reviewed at the 26 June, 2002, 9 October, 2002 planning board meetings. He's here tonight for a public hearing.

Richard Drake, Esq. and Mr. James Sperry appeared before the board for this proposal.

MR. PETRO: Let's go over one site plan at a time or both together, Mark, the subdivision, we can, do you want to do it first or second?

MR. EDSALL: You've got your choice, since it's one action under SEQRA taking all the comments at once but then you'd have to caution the applicants to be or the speakers to be very careful if they have comments specific to an application to state so. If not, you can split it into two different separate hearings.

MR. PETRO: Public hearing is for both applications.

MR. EDSALL: Both site plan application and subdivision application so you can receive comments.

MR. DRAKE: Public hearing on subdivision or--

MR. EDSALL: Decided to advertise for all so there'd be no--

MR. PETRO: Can you make your presentation on the entire project?

MR. DRAKE: Yes.

MR. PETRO: Let's do it that way, let's hand out all three, do you have plans to put on this board?

MR. DRAKE: I'm sorry?

MR. PETRO: Do you have a site plan to put on the board?

MR. DRAKE: Jim Sperry is going to make the presentation for the site plan. Do you need the affidavit of publication on this?

MS. MASON: Yes.

MR. PETRO: For the people who are in the audience for the public hearing, what we do first is review this as a board and at such time you deem it ready to go, I will open it up to the public for comment. Don't feel you're not involved, we're going to review it and open it up to the public. Jim, address the board first, okay?

MR. SPERRY: I want to introduce another individual who will be a party to this team, Mike Ozinoff (phonetic) who's actually the project engineer and we have Mike available for the public hearing as well as the board for any technical questions that may come up. So first the first action that we're looking at here again is the subdivision which Mr. Chairman as you indicated is the subdivision of 69.8 acre parcel into two lots, lot 1 which is located within this area, all the board members can see that will be 25.75 acres and lot 2 larger portion will be located to the west.

MR. PETRO: The subdivision originally the property's already divided, you're changing the subdivision line?

MR. SPERRY: The only purpose for the subdivision is because of the security requirements that the military has, they have to have full control over that section of it which is strictly housing, just their military personnel so they mandated that we actually have to have this subdivided so all under security measures.

MR. PETRO: There's no subdivision plan now, you're going to create an entire subdivision?

MR. SPERRY: Yes.

MR. PETRO: Per the military requirement?

MR. SPERRY: Exactly. So that's again the subdivision. The only other element we create a cross easement at one point, something to maintain ingress egress between lot 1 and 2.

MR. PETRO: You're creating the subdivision, are you creating any non-conforming items that would need variances?

MR. SPERRY: We're not creating any but we did have pre-existing non-conforming conditions, one of which was lot setback or structural setback in this portion of the site for approximately 8 units and additionally, the fact that there's not direct access, I should say direct frontage onto a town road since the lot is held back in and Clark Street is simply the means of ingress egress, those elements were in front of the ZBA earlier this year and it was a pre-existing non-conforming.

MR. PETRO: Which you're going to continue.

MR. SPERRY: Exactly.

MR. PETRO: If you remove the houses, Mark, if he removes the houses on that rear area, where the non-conforming use is now, is he, he's allowed with the, even though he's been to zoning that he can just replace them right where they were, even though it's non-conforming, we know that it's okay now because it's non-conforming but once you remove them, put them back in the same spot.

MR. EDSALL: Yeah, for the subdivision, the non-conformity has to do with the lot itself not having frontage, not dealing with the buildings, so relative to subdivision, it's a function of the lot configuration, nothing to do with the house locations, the fact that it has no frontage it's landlocked other than the access.

MR. PETRO: I'm ahead of myself. How about when we do the site plan?

MR. EDSALL: I did see the plans, they are compliant

with zoning and the areas where they had difficulty they had sought relief from the ZBA at the same time they were in for the subdivision application.

MR. PETRO: So you have been through it already?

MR. SPERRY: Yes, we have.

MR. PETRO: All that is on the plan, all the variances that were granted?

MR. SPERRY: Yes.

MR. PETRO: Okay.

MR. SPERRY: Questions on the subdivision plan?

MR. PETRO: No, I keep asking questions because I don't understand it all. I'm learning.

MR. SPERRY: Let me go to the site plan then. I'm going to go first to SP1, which again is the easterly portion of the site. And that will, the project first I want to just preface this that again, the project is a redevelopment project to accommodate the current and projected future needs for the military housing on this project. And along with that, which I will just mention and open up any questions that there are infrastructure improvements that they are making for the purpose of the infrastructure that's been there since approximately 1950, there are portions of the infrastructure that need to be a part of the maintenance, needs to be upgraded, replaced, we're recognizing that in the design phase, so the infrastructure improvements are replacing in kind services that are there right now. I want to make note there's a road configuration on the site that's been there since the '50s, that's staying completely intact, these are private roads, they are remaining as private roads and we're using that same configuration throughout the project. The only thing and I will go right to lot number 1, which we're calling market rate apartment section of the project will be comprised of 264 total units when it's done, the roads are going to be maintained as private but we're taking some of the

road areas that exist now and rather than being even as they are private roads, they are going to be just access drives into various parking lots but we we're not changing the configuration at all, the change we're making is in the roads that we're widening any road that does not meet a town road standard. So it brings it up to a good usable standard widened to meet the minimum 30 foot requirement. Additionally, there's going to be provisions for storm water management throughout the site and I want to point that out because there are none at all right now, there's a system of catch basins and collection pipes that discharge at several points on the site, both in the northwesterly corner and additionally at several locations along the eastern portion of the project into the existing stream. We're going to upgrade all of that and in fact, we're looking at the pipe sizing and the infra and storm water collection system on the site right now and there are a few areas that we found that we want to upgrade the pipe size just to meet current storm design standards. But most important we're incorporating on the site provisions for what we'll call storm water management, we're going to collect it in the basins located along this portion of the site within landscaped areas, these aren't going to be open basins, grassy areas within the landscape, collect the water, take it through it's termed a first flush treatment and discharge as it does right now into the stream but we're dealing with a water quality issue that's not there right now. And then additionally in the market rate area we're going to have a clubhouse facility for the folks within that portion of the project and also just want to talk about one element that the board brought up, the trash collection dumpster locations. As you'll see on the revised plans we've got numerous collection areas located on the site, they're all going to be a block enclosure material that will compliment and in all cases be similar in compliment to the architectural finishes on the proposed building 7 foot high screening wall and with provisions for recycling not in all of the locations but in every area every cluster of housing we'll have the provision for recycling, that was a concern presented by the board. And then finally I do want to point out for lot 1 that another concern was

second point of ingress egress, Clark Street extension which goes off the plan because it's not actually a part of our parcel but it's, the parcel has a right to use, that's going to be improved, we're going to improve that to a private road standard and maintain that as a second point of ingress egress into the project primarily for safety purposes. I might also point out just finally in this phase the landscaping in fact I will talk about the landscaping across the entire project, the site is pretty well wooded right now, good perimeter plant material throughout the streets, there's a lot of very large street trees. Our plan is to go through as we have indicated we want to save as many of the good trees as we can, what I mean by that is we've got smaller trees and some not in great good condition, we're going to make an evaluation as they come out in the spring, see what we can do with them with the intent to take the larger trees and save them and even in the grading plan we're going to have a little bit of flexibility, so when we get on site, a particular tree we may have to modify the grading so we can save that. Our intent is to go out prior to construction within an area actually taking these trees and then have provision by the construction manager for protection around the trees so we can save them and finally, we have incorporated a landscape plan for these areas. We have got a sample here that gives us a good level, if I can, of residential scale planting that would compliment what's on the perimeter of the project throughout both the market rate units and again when we get to the site plan for the military side, I will show you that, that will give good foundation planting and all the trees and street trees so we'll carry the theme that's there right now.

MR. PETRO: Let me ask you this. Are you putting any new roads in at all?

MR. SPERRY: No, we're not.

MR. PETRO: All existing roads?

MR. SPERRY: Yes.

MR. PETRO: All the units are going to be on the roads

where there's already infrastructure, such as water and sewer?

MR. SPERRY: Yes, the improvements to the infrastructure are twofold, we're identifying that there's some deficiency in it, some of the water lines have been there for a long time they needed to be ungraded, some cases not getting great pressure so we're looking at some cases kind of cleaning them in most cases take out and replace it. I think the one change we're making that the hydrant spacing is a little greater than what your current standard is, so we're adding additional hydrants to bring it to the current standards.

MR. PETRO: Part of the reason why I'm asking passed by the Town Board earlier no 8 inch extensions or greater in this area at all. I'm not taking about an improving, I'm talking about a new one.

MR. EDSALL: Any water main improvements that as I understand the plans that are prepared would be improvements to enhance fire flow and to loop existing mains so the area's already served by water mains.

MR. PETRO: Let's talk about the Clark Street extension a little bit because that was as requested by this board earlier that it would be a second access, you're going to go, Clark Street now is 30 feet?

MR. SPERRY: Yes.

MR. PETRO: Private road specs, how wide?

MR. SPERRY: 20.

MR. PETRO: How are you going to do that?

MR. SPERRY: Clark is 30, at the end of Clark as it turns onto Clark Street extension then we're going to improve Clark Street extension as in all areas, it's not 20 feet and we're going to bring it to 20 feet meeting the minimum private road standard and additionally, there's some areas, some guardrails not appropriate because of the way it turns so we're going

to solve that.

MR. PETRO: What other improvements to the street?

MR. OZINOFF: You're adding shoulder to the paved area I believe two foot on the--

MR. PETRO: How are you going to, just feather that down at end of Clark?

MR. SPERRY: Exactly, what it does right now and it does that as it turns, it comes into that at that dimension as it turns onto Clark Street, it does that right now.

MR. PETRO: Full access?

MR. SPERRY: Correct.

MR. OZINOFF: There's existing paving and where we have the line would be a white striped line to direct the traffic in.

MR. PETRO: I'm going to ask you to put sidewalks on one side of each road, is that done?

MR. SPERRY: That's been done.

MR. PETRO: Refuse buildings?

MR. SPERRY: Again, we're going to have rather than buildings because it's difficult on this site to go in and do what was done, the example what was done in the Washington Green, we have seen those, we looked at them again and we just don't have the opportunity because of the size of the units. If you bring them in and create a structure, they had central pods where they had the ability to do that and just centralize it and reduce the number of collection points because of the way that that lays out utilizing the road system infrastructure that's there, we're taking pockets within the parking areas to reduce the travel distance but we're doing it in the traditional manner where it would be a block enclosure to screen them but no roof.



MR. PETRO: Obviously, you have the parking spots, I'm sure?

MR. SPERRY: Yes.

MR. PETRO: What material are you building them out of?

MR. SPERRY: They'll be block construction and when I say that more of an architectural block, not going to be cinderblock.

MR. LANDER: What are the units going to be built out of, same block?

MR. SPERRY: What I'd like to do is bring in from GMH who will represent the project, you want to talk about the general construction?

MR. RORY CARLISLE: The building themselves are vinyl sided. That's basically it.

MR. PETRO: Is that your presentation?

MR. CARLISLE: Yes.

MR. LANDER: Going to be gates in front of these enclosures or no?

MR. SPERRY: Yes.

MR. LANDER: Is there a detail on that?

MR. SPERRY: Yes, there's a detail in the detail section.

MR. PETRO: I want to move it along, Jim, that's fine, I see the picture there. You have a different presentation for the military side?

MR. SPERRY: I just want to run through very quickly make sure if there are any questions. Again, this is a little bit more straightforward in that I think the question came up regarding location for the units, we're replacing the units very much in kind in many areas in the respect that we're taking the location of

the existing structures, making adjustments as we need to just to accommodate I think the units that are going to be there and we're putting the new units and they are a combination of single family, some two family and then also to meet the housing needs that the military has we're bringing in a townhouse unit and on the, what we call the upper terraced area, this is predominantly two family units as well as a few single family at this point actually where the larger homes are up there right now some townhouses right through the center core. And then as we come down to the lower terrace, this is all townhouse development within this area, a little bit denser and this has, there will be a clubhouse with amenities for the residents on the military site and same deal here, infrastructure as it is, the one element that we're bringing in here that's not there we're creating two loops in the water system so we can get better service and more dependable service in the event anything has to be done, it can be turned off and still service those areas.

MR. PETRO: From the military side to get down to Clark Road, you really have only the one access point, is that correct?

MR. SPERRY: Yes, we do, that's an important element for the military to maintain control. When we initiated the project, it was not a closed community at all, we can't answer the question as to at any point will they have a need to have someone there and have it gated for some period of time as it is right now, simply have to see what the world brings us right now.

MR. PETRO: You're telling me that the military themselves would not want a second access point?

MR. SPERRY: Right, they absolutely want to have the ability to have this thing secured.

MR. PETRO: How about an access point such as a cross gate with Jersey barriers on it in case they ever needed it for some reason?

MR. SPERRY: Again, it would, I can't answer it, I don't know if they'd buy into anything because again,

it makes it difficult because what they have done at Clark Street extension it's barricaded so they have full control all at on point and just if I can, the fact that this has been in that configuration since the '50s and we worked on the design, one of the elements they liked is that we can maintain that and give them a level of security that they have now.

MR. PETRO: I don't think you'd have to compromise the security by having a second access point, by having a crash gate and have it barricaded off, but if you have, if you ever had a need to get an emergency vehicle at least you'd have a chance. Over here, you have no chance.

MR. SPERRY: What we have done to help to accommodate that as much as we can by holding the road to 30 feet we're giving it as much of a normal section of town road so we can get a, get the passage of vehicles in both directions pretty comfortably, even with emergency vehicle on one side or the other. Actually--

MR. PETRO: You have a great opportunity to make a small roadway up here.

MR. SPERRY: Where did you have in mind?

MR. PETRO: Right there from that point right over to the parking area.

MR. SPERRY: The only issue that we have in here is the grades, right now, it's almost a rock slope that runs across here and falls so it's pretty severe, again, not that some accommodation couldn't be there but the slope in the area is pretty tough.

MR. PETRO: Anybody else see any need for that at all? What do you think, Mark?

MR. EDSALL: Well, it's been pretty clear during all the preliminary discussions that the military was attempting to concentrate access. Bob Rogers has looked at this in the workshop several times and given the fact that the road widths are being bumped up, I don't think he was really too concerned about having

access through the main spine road, probably because it's been like that for years and they haven't had a problem in the past. It's tough, Jim is correct, the grades are difficult, if you go off in that area to the north of the townhouse to drive a road, access road down in there and you have to worry about maintenance and the fire department generally wants those kept fully operational or they won't even try to get up them in poor weather.

MR. PETRO: Keep in mind I don't buy into the idea that because nothing happened in the past that it's okay. The World Trade Center didn't have a problem on September 10 either so--

MR. SPERRY: One other point I think the way this thing works right now it's to the advantage because it's certainly a very valid point, we're, actually, we've got a very short distance that we've only got one point around and that's just simply right here then immediately we've got several points.

MR. PETRO: Ever hear of Murphy's Law?

MR. SPERRY: I know.

MR. PETRO: Take a look at that other area, don't go crazy, take a look and see if something can be done with a crash gate, still keep them happy because it's not full access and you would have another way just for emergency reasons, just take a look at it.

MR. SPERRY: Absolutely will.

MR. PETRO: That's your presentation?

MR. SPERRY: Yeah, just any other questions?

MR. PETRO: I want to open it up to the public, get their input and we can go from there. On November 26, 2002, 9 addressed envelopes containing the attached notice of public hearing were mailed out. If anyone is here who'd like to speak for or against this application or just make a comment, be recognized by the Chair, come forward, state your name and address.

Who'd like to be first?

MS. KASSAM: My name is Sandra Kassam and I reside at 1261 Union Avenue in the Town of Newburgh. I have a question to address to the planning board, first of all, why did the Town rezone this parcel last July 3, because it was the July 4 weekend, I was unable to be here.

MR. PETRO: Is that your question?

MS. KASSAM: Yeah, that's my question. And the other part of the question is what was the change from what zoning to what zoning?

MR. PETRO: The first part of the question I would suggest that you address to the Town Board for their comment I don't direct the Town Board and why they would schedule it or why they did it. The second answer to your question it was a PI, I mean it was Airport Zone, correct, Mark?

MR. EDSALL: Yes.

MS. KASSAM: So what is it now?

MR. PETRO: R-5.

MS. KASSAM: Well, if it was Airport Zoning then how come there was military housing?

MR. SPERRY: Military housing pre-existed the zoning.

MS. KASSAM: Thank you.

MR. SPERRY: If I can add to that just the key element in there, the R-5 was looked at because the existing conditions didn't fit the zoning and the R-5 in fact is the zoning that overlays on this very nicely as to what's there today.

MS. KASSAM: So, in other words, the existing conditions were not really according to the existing zoning?

MR. SPERRY: They were pre-existing, non-conforming, they pre-existed prior to the initiation of the AP zone.

MS. KASSAM: Another question I have is what stream has been used and will continue to be used for discharge?

MR. SPERRY: What's the name of that? I may have to defer that because I'm not sure I have the name with me right now, but it's the stream that's been running along the back of this thing forever. I can't answer that because I don't know the name off the top of my head.

MS. KASSAM: Sometimes streams are described as tributary to sites, tributary for wetlands, tributary for Beaver Dam Lake.

MR. PETRO: Is it a Class A stream?

MR. SPERRY: From the research that's been done, the answer is no.

MS. KASSAM: That wasn't what I want to know but I wanted to know what stream it is. I have been in the vicinity of the site so I know that there are wetlands and a stream going through there and I just wondered if you have, since you're doing the site plan, don't you have the name of the stream?

MR. SPERRY: And I'm sure we have it in the filings, I don't have it here for you tonight.

MS. KASSAM: Another question I have is you say you're going to upgrade Clark Street extension as it continues out of the site and goes toward, if I'm correct, it goes toward the aqueduct, correct?

MR. SPERRY: Actually towards Jackson Avenue.

MS. KASSAM: But it would be going in the direction of the aqueduct?

MR. SPERRY: That's true.

MS. KASSAM: That's a wetlands through there, you know that?

MR. SPERRY: Absolutely.

MS. KASSAM: So that may, the widening of the road may very well impact that wetland, correct?

MR. SPERRY: Actually, we look at that and it won't because all of our work is being done right within the roadway that's there right now.

MS. KASSAM: How much wider are you going to make the road?

MR. SPERRY: Very marginal, I think we've got areas where we have a foot of asphalt that we're going to add to it.

MS. KASSAM: So basically the width of the road will remain the same?

MR. SPERRY: All we're going to do is make sure that we have a paved surface that's 20 feet, we have no disturbance, no activity.

MS. KASSAM: So in answer to my question, the width of the road will remain the same?

MR. SPERRY: It will remain, the width will remain essentially the same, excepting that in all areas again as part of a maintenance program for if there's inconsistency, is it 20 feet, is it 19 1/2 feet, is it 19 feet, we're simply going to make sure that it has a good travel way of 20 feet.

MS. KASSAM: Okay, so you're going to make sure that all portions of the road are 20 foot wide?

MR. SPERRY: That's correct.

MS. KASSAM: All right, moving right along, you said you were looking at the trees and you wanted to decide how many of them should be cut and how many of them should be saved, have you done a survey of the trees on

the site? Do you know how many there are?

MR. SPERRY: We have on our site plan right now we have shown the larger existing trees as part of the plan and yes, we have looked at them and as we go into the spring and the construction phase starts, we noted many of the trees are in very good condition, we also know that other trees are not in particularly good condition at all, that was something that we looked at during the active growth season this past year. What we want to do, the intent is to save as many as we can, let me make that very clear, but what we want to do as we go through a section as they come out in the spring, we want to evaluate the larger trees are keep, every one of them that we can and only going to be in a situation that we've got a tree that's in very poor condition that it's going to be a better move to take the tree out and plant a new one and that's what we're going to do because we're showing supplemental street trees so we can compliment what's there and carry on the same street tree theme.

MS. KASSAM: What you're planning is really very nice but you haven't answered my question. Maybe you haven't counted the trees, have you?

MR. SPERRY: They're on the survey right now, all of the larger trees are on the survey so more than happy to count them.

MS. KASSAM: Excuse me.

MR. SPERRY: They're on the survey.

MS. KASSAM: Larger than what?

MR. SPERRY: Typically, when you do a survey, you don't go out and survey a tree that's a half an inch in caliper, that anything that's a larger tree that may be 8 to 12 inch and larger we brought that in on the survey.

MS. KASSAM: If the trunk of a tree is from 8 to 12 inches you consider that a larger tree?



MR. SPERRY: That's correct.

MS. KASSAM: And you plan to save as many of those as you can or plan to save all of them?

MR. SPERRY: We plan to save as many as we can.

MS. KASSAM: You haven't quantified how many?

MR. SPERRY: I don't know how many yet because again as I said part of that is going to be the condition of the tree because many of those trees though we have them on the survey are in very, very poor condition.

MS. KASSAM: Okay, thank you. Just a couple of other questions. How many military personnel are residing at Stewart Terrace now?

MR. SPERRY: 165.

MS. KASSAM: And at build-out taking into consideration the private units and the military units you'll be creating, how many people potentially individuals could reside on that site at build-out?

MR. HANSEN: I'm Admiral Hansen. The site was originally designed for 299 families, currently there's 165 because the marines have been in anticipation of this project not assigning people into the housing so the total number is 435 total build-out of both sides is complete.

MS. KASSAM: 475 individuals?

ADMIRAL HANSEN: 435 units so 171 homes for Marine families.

MS. KASSAM: So there's 171 units now?

ADMIRAL HANSEN: There will be a build-out of 171, there's 299 now.

MS. KASSAM: I'm asking you how many folks are out there?

MR. SPERRY: It all depends on how many folks, that's too difficult.

ADMIRAL HANSEN: The reason I'm asking you this is I'm trying to determine the difference between traffic usage essentially now and traffic usage at build-out and one of the ways I can determine this right now or get some sense of it is if you can tell how many folks are out there now and how many folks will live out there later. For example, are the units one or two bedroom? What are we looking at in terms of density at the site?

MR. PETRO: How many units are existing now?

MR. SPERRY: 299 existing units.

MR. PETRO: How many units when the entire project's built?

MR. SPERRY: 171 military, 264 total.

MR. PETRO: What's the total?

MR. SPERRY: 435.

MR. PETRO: 435 units.

MR. SPERRY: And there's a mix of everything from one bedroom units up to four bedroom unit.

MR. PETRO: What would the average count for people you believe would be for these units?

ADMIRAL HANSEN: It would be 2, they're all families, married couples, so 299 times 2 or 598 would have been the original count.

MS. KASSAM: I'm not following you. If you have 435 units, some of which go up to four bedroom units, a four bedroom unit conceivably could mean that a six person family could live there, okay, so, and the way in which we do these things today is very often there are multiple cars for a family I know that go up and down our streets, we know that in front of homes are

parked three and four cars. So I think that calculating the families that would reside there is very, for two reasons, actually, about four reasons, reason number one is the additional school children in the school district, reason number 2 or maybe number 1 is the traffic and the impact on the services, the amount of water usage, the amount of sewage effluent so I'm asking have you done and crunched these numbers and if you have, what are they?

MR. PETRO: Let me answer because this is a reasonable way to get to the answer. It's going to be 435, there's 300 now there's going to be 30 percent now whatever that number is.

MS. KASSAM: There aren't 300 units utilized now, they said that 165 units utilized.

MR. PETRO: But you have capacity for 299.

ADMIRAL HANSEN: We intentionally did not assign people into the units in anticipation of having to tear down the existing units.

MR. PETRO: Capacity will be 30 percent more, whatever that number is.

MS. KASSAM: Well, potentially, 30 percent more from the current potential, but in the meantime, you have the Stewart Army Subpost being developed right now with all the traffic that that entails just up the road, so what I'm suggesting is that unless you look very carefully in your studies at these numbers, you'll not be providing the town with an accurate prediction of how this will affect the situation in terms of the four things I mentioned, water, sewer, traffic, school districts, et cetera, just want to say that.

MR. SPERRY: Just to clarify a couple things, first regarding traffic, traffic has already been considered in the fact that DOT required the traffic evaluation which got really started when the International Plaza activity request came in that our project count's been included in that, so there's a standard modeling project procedure that's done.

MS. KASSAM: Computer model?

MR. SPERRY: Exactly, which takes into account whether it be single family units and they factor in to answer your question about the number of people in the unit, there are standard formulas that they take into account but it's the number of people in there, the age with this type of use you've got a number of folks that are driving. But the point is modeling takes that into account. So the numbers are from there so it's a part of the traffic study that DOT has been looking at and is completing right now. As far as infrastructure goes, similar type of analysis is typically done and where you look at fixture counts in units and to understand what kind of flows the units need, one of the beauties of what we're doing right now you're looking at fixtures that were put in in the '50s and '60s which were certainly not low flow fixtures, everything that goes in there now will be.

MS. KASSAM: What I, to interrupt you, very often instead of looking at fixtures, what's done is looking at what the average usage is per person.

MR. SPERRY: That's correct.

MS. KASSAM: Gallon per person per day. May I suggest you might want to look at that.

MR. SPERRY: We already have for the fact for the sanitary one of the computations we had to do to make sure that adequate capacity was going to be available to us within the treatment facility, those calculations have been done and they have been done exactly that way based on typical usage for this type of unit broken down by unit, even down to the number of bedrooms. All of that was done early on in the project.

MS. KASSAM: So how many parking lots are you going to construct?

MR. SPERRY: How many parking lots are we going to construct?

MS. KASSAM: How many parking spaces?

MR. SPERRY: For the military section, we're going to to have a total of 397 spaces.

MS. KASSAM: 397 for the military?

MR. OZINOFF: Two spaces, one space in the driveway and one space in the garage.

MR. SPERRY: For the market side of it, for lot 1, 130 spaces.

MR. PETRO: Where are you getting that information from?

MR. SPERRY: On the table on the plan.

MS. KASSAM: Not clear, 500, a number of different parking lots with a total of 530 spaces?

MR. SPERRY: That's correct.

MS. KASSAM: 530 spaces for, refresh my memory, how many private units again?

ADMIRAL HANSEN: 264.

MS. KASSAM: And 530 spaces? That assumes two cars per unit.

MR. SPERRY: Town codes requires 528.

MR. OZINOFF: We're providing 530.

MS. KASSAM: This is what I would suggest, if I may be so bold, I would suggest that you do a full EIS, that you look at several alternative development plans and that you carefully work out the traffic because from what I understand, the EIS for the International Plaza could include some residential facilities. I haven't seen the traffic study you say was done and approved by the DOT, as it now stands, the International Plaza project is doing an EIS and so this means that they're going to subject to public scrutiny the traffic studies

so on and so forth. The degree to which they'll utilize infrastructure, water and sewage capacity, et cetera, I would like to suggest to the planning board that you require an EIS for this project because I didn't even mention this yet, but there's another concern which is the demolition of the buildings and where the demolished material will go and then the carrying capacity of this unnamed stream. There are many issues here. This is not a simple straightforward rebuilding of a site. The fact that these buildings are much larger and I notice some of them are three story buildings will have certain visual impacts, they might even have impacts on fly-ways, so I strongly recommend an EIS, I don't see why this company wouldn't wish to do that, looking at several building alternatives and carefully examining all of these figures. Thank you very much.

ADMIRAL HANSEN: The Department of Navy and Marine Corps shares your concern and the environmental assessment was conducted over the past month but it assessed the impacts of the proposed action and alternatives, made it available for the public comment and the finding of the authority was that there was no significant impact.

MS. KASSAM: An environmental assessment can do that, they can put out a lot of information which can be circulated to the public but it's not as involving of the public and does not have the force of legal issues the way an EIS has, an EIS submits the plans to the public, no environmental assessment can substitute for an Environmental Impact Study in my opinion. Thank you.

MR. PETRO: Anyone else? Nobody else wants to add anything?

MS. KASSAM: Not right now. Something may occur to me at another point.

MR. PETRO: I will entertain a motion.

MR. ARGENIO: So moved.

MR. LANDER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board close the public hearing for the GMH site plans and subdivision Stewart Military housing area.

ROLL CALL

MR. LANDER	AYE
MR. BRESNAN	AYE
MR. KARNAVEZOS	AYE
MR. ARGENIO	AYE
MR. PETRO	AYE

MR. PETRO: At this time, I'm going to open up the discussion back to the board, if there are any further comment and review. Let's go right to the stream business first, I mean, I know you said earlier that right now, there's virtually no runoff or storm water management plan at all out in that property, where is it all going now?

MR. SPERRY: Into the stream.

MR. PETRO: It naturally flows to the stream?

MR. SPERRY: There's a pipe system on the lower portion of the project which is from this point forward that does collect it in catch basins and direct discharge into the stream.

MR. PETRO: Have you done any downstream calculations at all? Obviously, it has to go across 207 at some point.

MR. SPERRY: And the answer to that is no and here's why, we're, the system that we're proposing is one that is of storm water management and water quality improvement that's not there today as well just by the nature of it and amount of detention so that we'll actually have more control on the discharge.

MR. PETRO: Is your system going to work as a detention pond, let it out slower?

MR. SPERRY: Just what it does.

MR. PETRO: How does it do that?

MR. SPERRY: By having control outfall, it's simply the size of the pipe.

MR. PETRO: How do you control an outflow from a pipe without blocking it?

MR. SPERRY: Neck the pipe down so we can have a slower discharge.

MR. PETRO: Where is the reservoir, the pipe system?

MR. SPERRY: No it's, within, we're going to have some storm water detention areas located in the lower portion of the project.

MR. PETRO: I didn't know that.

MR. SPERRY: Yeah, it's on the grading plan.

MR. PETRO: It's on a different sheet again?

MR. SPERRY: Exactly, it should be on the sheet you've got.

MR. SPERRY: GS1, here's two of the basins located adjacent to those units there next to the west of the proposed clubhouse and that's really where the system is coming in now so we're going to create the basin so we can gain water quality and some control outfall so we're clearly creating a positive impact.

MR. PETRO: You're going to be collecting, you have much more impervious property if you're, let's use the 30 percent again, you're increasing the size by 30 percent, is that correct, 299, 435?

MR. SPERRY: It doesn't work like that because where we're locating the parking areas for one and yes, there's a modest increase but the fact that we're collecting rooftops that are there right now into the



clusters of buildings we're utilizing the roadway, the asphalt that's there now and it was done intentionally so we can reduce the amount of--

MR. PETRO: You're going to let the water out into the stream at the same rate that it's going there now or less?

MR. SPERRY: Or less, exactly.

MS. KASSAM: May I make another comment?

MR. PETRO: Yeah, let me finish.

MS. KASSAM: This relates to what you're discussing.

MR. PETRO: Do it quick because the public hearing is closed.

MS. KASSAM: Adjacent to the roadway, Clark Street extension is a very large wetland, actually when it's high, it looks like an enormous pond in a, it's a totally undeveloped area and it's entirely possible that if a roadway is constructed, it could at various times of the year be flooded by this wetland. It's an extensive wetland, I would estimate at least 50 acres if not more.

MR. PETRO: We're not creating a new road, just you're talking about the extension going up?

MS. KASSAM: Yes, exactly that's what I'm talking about and that's an extremely sensitive area, a lot of very important wildlife has been seen in that area. So the impact of this road or the impact of the wetland on the road is something that should be carefully studied.

MR. PETRO: You're not disturbing any part of the wetland? You're blacktopping over top of the existing pavement but you're improving it if it's 19 1/2 to 19 to 20.

MR. SPERRY: Right.

MR. PETRO: No disturbance at all to the wetland?

MR. SPERRY: Right.

MR. PETRO: So you don't need any permits or any kind?

MR. SPERRY: No and this is a good point that the condition that it's now in we recognize that so we're not going to do anything that's detrimental to the area, anything that's on the road is as it is today and we're going to leave it that way, so in the event if there was an issue with the wetlands where it came up and created difficulty for the roads, it created for the roads momentarily as it today, we're not going to do anything that's going to change the ecosystem.

MR. OZINOFF: The important thing is not to fill in the road, if we were to, the important thing is not to do any fill with any wetland, it would cause more of an impact.

MR. PETRO: Jim, do you have anything else?

MR. SPERRY: No.

MR. PETRO: What I'd like to do it any of the members don't mind, you have a list from Mark about two or three pages of comments, we're not going to go over all those, you can deal with Mark, unless any of the members have something specifically they want to mention, I'd rather just close and be done and we'll see you at the next time. I want to digest what was said, some of your presentation, and I just want to give it some thought. I don't want to take any action. Do any of the members have something they want to say in particular?

MR. KARNAVEZOS: The only thing I have is Clark Street extension going back probably 10, 15 years ago and even up to probably four or five years ago was still being used, right, I mean, I know a lot of the military people used to come in from the back way to get through that.

MR. SPERRY: It was used last year.

MR. KARNAVEZOS: Before everything happened?

MR. SPERRY: Yes.

MR. PETRO: That Clark Street extension is a requirement basically from this board a hundred percent from this board, they tried everything to get out of it so we're almost insisting we're insisting that it is opened up so but as long as they're not doing no disturbance of any kind, paving over what's already existing, I still think the merit of it outweighs anything that's negative by giving the second access to this project for emergency purposes. But we have required that a hundred percent so I know you don't want to do it but frankly, I want it and I want to see it, I can't imagine 435 units with one way in and one way out. I just think that's outrageous.

MR. SPERRY: One point I'd like to bring up before I leave so the board has the opportunity as well as the public when the discussion of environmental evaluation I want to go all the way back to when the, before the land was actually, excepting this portion of it was transferred to the town, as you know it's been a public road for several years, very extensive environmental study was done, looked at these elements as well as some redevelopment alternatives so part of that and then of course the Environmental Impact Statement has been done by First Columbia for this parcel that was a part of that initial study and again it was part of the whole thing owned by the military at this time. So all of the elements that have been presented here have been looked at and in our design phase, we absolutely looked at all those again and shows very clearly in the environmental site assessment that we provided, which also then the military people alone much more exhaustive, if you've seen one done on a Federal level, extremely exhaustive, that was done concurrent with ours. It's been a public document including that from us but it's been available, ours has been developed and reviewed during a good portion of this year, all this has been looked at and in terms of alternative development, again, what we're doing is developing for the most part not in kind very clearly within the same area exactly the use that has been there since the

1950's, we're simply seeing what the current need is. We're very fortunate that we have been able to bring the military a project where they can build new units, we've found a way to do that when they needed it desperately and to make the whole thing work. We have done it as a component of the privatized market rate housing. I want to point out that the, a part of the purpose of that as well is to house on an interim and to supplement the military housing they're going to own that, they're going to be in partnership so it's part of your housing as well, just to get a better mix in here to utilize that to meet their needs as well as making the project financially where it is in a position where it can work.

MR. PETRO: Be fair to all parties. The property was AP, now it's R-5, so what was done in that study wouldn't necessarily be a hundred percent true, we realize we're 300 units now, 435 so you have increased the impact to some point does that trigger that outrageous and shouldn't be that much, I don't know, I'm not deciding that I don't think you're really comparing apples to apples and pears to pears but--

MR. SPERRY: But we have demonstrated clearly the improvements that we have made are mitigating the elements that we may bring into the project and that's not only in the impervious area and the infrastructure, some of it, it needs to be upgraded, we're doing it as part of this project.

MR. PETRO: All right, again, I want to digress what we said, I'd like to see, find out the name of the stream.

MR. KARNAVEZOS: It's Gillic (phonetic).

MR. PETRO: Put it on the plan.

MR. KARNAVEZOS: It's on here.

MR. PETRO: You have so many sheets here, you should have one cover sheet with more information.

MR. PETRO: And the traffic study, how are you dealing with it, Mark, are you doing that or bring in somebody?

MR. EDSALL: Wait for them to submit additional information.

MR. SPERRY: Yeah, cause the study's being incorporated.

MR. PETRO: We haven't seen anything yet though for traffic.

MR. SPERRY: Cause it wasn't actually, let me clarify that because of the fact that we're not dealing with the DOT for any permit process at all again since they have jurisdiction over that it wasn't a requirement that we come in there with a traffic study.

MR. PETRO: Mark, I want to talk to you about that.

MR. EDSALL: They've got a full EAF as far as supplemental information, we can ask for additional information as the board feels it's necessary.

MR. PETRO: Anybody else? Thank you.